

## EXTRA SESSION, SAYS TAFT

TELLS CONGRESS WHAT HE'LL DO IF RECIPROCITY FAILS.

Warns the Democrats That He Will Veto Any Tariff Revision That Does Not Meet His Views on Protection—All in a Statement Issued by McCall.

WASHINGTON, Feb. 19.—Through Representative Samuel W. McCall of Massachusetts President Taft notifies Congress and the country of his intention to call a special session of Congress in the event of the failure by the Senate to vote on the Canadian reciprocity agreement. The President's determination in this matter is clearly disclosed in a formal statement given out by the Massachusetts Representative as he was leaving the White House to-night after a conference with Mr. Taft. Opponents of the reciprocity plan in the Senate have been hoping that the special session talk would prove groundless, but to-night's statement knocks the last prop from under them on this score.

Representative McCall, obviously speaking by authority of the President, not only makes it clear that Congress will be called back if the Senate fails to vote on the agreement, but also serves notice that members who block action on reciprocity at this session will be held responsible for any business depression or disturbance that may result from attempted tariff revision by the Democrats in a special session.

The McCall statement goes further. Through it President Taft emphasizes his warning to the Republican party that unless they are prepared now to yield something in the interest of a reasonable policy of protection an opposition will spring up that will wipe from the statute books "the last trace of a protective tariff."

The McCall statement conveys a plain intimation to the Democrats that President Taft will veto any tariff revision that is not in keeping with his own theory of protective principles. This obviously is intended as a warning to the Democrats that any attempt by them to tack the reciprocity treaty to a radical tariff revision measure in a special session would be blocked by Executive action when the measure reached the White House.

Representative McCall's statement makes it apparent that Mr. Taft is talking special session by way of a threat. The President's attitude is precisely as outlined in THE SUN'S despatches more than a week ago. He feels obligated under the formal agreement with Canada to call a special session in the event of the failure of Congress to act before March 4 next. The agreement between the two governments pledges each to use its "utmost efforts" to bring about the passage of the legislation. The President feels that his power to call an extraordinary session of Congress is included in this "utmost efforts" pledge and that he is in honor bound to fulfill it.

Here is the statement that Representative McCall handed out as he was leaving the White House:

"I believe Republican Senators are gradually coming to recognize that with the certain prospect of an extra session unless they bring the reciprocity bill to a vote there will be very serious inconvenience and embarrassment, if not danger, to the business and industrial enterprises that are really entitled to protection. The President feels that he is under an international obligation to summon an extra session. He will do this reluctantly, because it is bringing into power a Democratic House and a Senate more nearly Democratic than the present Senate. But if the Senate should fail to act the President feels that under his agreement with the Canadian Government to use his utmost endeavor to have the reciprocity agreement confirmed he will be compelled to call the session immediately.

"I imagine the Democrats are not anxious for an extra session. They would naturally feel that they cannot extemporize a revision of tariff schedules. The light remark that you can prepare a tariff bill overnight or in two weeks or a month every one knows to be utterly unfounded.

"But what an extra session is likely to mean is a constant agitation and a continuous investigation into the industries that are made possible by protection and interference with their business that bodes no good for business at large. The consequence is that if any one should prevent action on the reciprocity bill he would be in a position of helping to bring about a condition most injurious to those industries which really need protection. What follows in an extra session will not be the President's fault. The President is a protectionist and expects to use the veto power so far as he properly may to maintain the party's protectionist principle. But it would be a misfortune to have this inevitable conflict come nine months ahead of the time when it is naturally due.

Garfield when in the House voted against denouncing the Elgin treaty, which was drawn up almost exactly the same as the present agreement. In Grant's administration a treaty in nearly the same terms was negotiated and rejected by the Senate. McKinley in later times advocated the same policy, and after many years of agitation the present Administration has been able to take advantage of an international situation and to bring to a conclusion a fair, equitable reciprocity agreement, which all the measures of McKinley's requirement, namely that it shall injure no interest at home and shall further increase our foreign trade. The President is impressed with the extreme importance to the country of the ratification of the agreement and also with the solemn obligation he has undertaken to use his utmost endeavors to have it enacted into law.

"In conclusion I desire to call attention to the following extract from the President's speech at Springfield, Ill., with its attendant warning:

"There are those conservative protectionists who hang back from an approval of this agreement on the ground that it is a departure from the principle of protection and the opening wedge to let in the tariff. My own view is that no step should be taken more in the interest of a reasonable policy of protection than the approval of this treaty. The very existence of the policy depends on our abolition of the tariff where it is not really needed and on the principle of the last Republican tariff. If we persist in gradually increasing food supply and base our retention on protection principles we shall ruin

## GAG RULE FOR THE HOUSE

AFTER A FILIBUSTER THAT LASTED 28 HOURS.

All the Remaining Big Bills to Be Put Through Under Suspension of the Rules—Mann Wins His Fight Against Claims—Humorous Features of Fight.

WASHINGTON, Feb. 19.—After a continuous session of twenty-eight hours the filibuster against the omnibus claims bill was practically ended at 3.30 o'clock this afternoon, when an agreement was reached to take a recess until to-morrow morning. A sad looking lot of starveling men filed out of the chamber when the respite finally came. They had been pounding away oratorically all night long and for a large part of the Sabbath, and were sleepy, hungry and disgusted.

The filibuster ended in a hard earned victory for Representative James R. Mann of Illinois, who with the assistance of forty or fifty supporters held up the majority of the House for forty hours and finally forced them to consent to the elimination of the French spoliation and the so-called navy yard claims from the bill. What was satisfactory to Representative Mann, however, did not meet with the approval of Representative Herbert Parsons of New York city and Representative Augustus P. Gardner of Massachusetts, who are strong believers in the French spoliation claims, and they took up the filibuster where Mr. Mann left off.

It was with Representatives Parsons and Gardner that the supporters of the omnibus claims bill finally made their agreement to recess over until 11 o'clock to-morrow morning, but the House then will adopt a stringent parliamentary gag which will terminate the present filibuster and will act as a safeguard against any others at this session.

The House has been forced to resort to this extraordinary measure to insure the passage of the appropriation bills and other important measures in the remaining eleven and a half legislative days. All these measures under the proposed action of the House will be taken up under suspension of the rules. This means that debate will be choked off, readings will be dispensed with and measures carrying hundreds of millions of dollars will be rushed through in a hurry. This is the program which has been adopted by Republican and Democratic leaders, and it is conceded that the majority of the rank and file of both parties will fall into line.

Announcement of the programme was made to-night by the very much opposed of Minnesota. He is very much opposed to this method of considering appropriation bills without careful scrutiny, but declared that it is an absolute necessity now if a special session is to be avoided. It is said that this will be the first time in many years that the big sundry bill, carrying \$150,000,000, will have been passed under a suspension of the rules.

The omnibus claims bill, which has kicked up all the trouble in the House and has made the passage of some of the appropriation bills impossible without resorting to a gag, has been pending in Congress for many years. The bill as it came from the Senate this year provided for the payment of \$42,000 of French spoliation claims and \$1,164,000 of civil claims and a few hundred thousand dollars of claims representing overtime charged by men employed in Government navy yards. The House omnibus claims bill contained only those under the civil war class, and it was the purpose of Representative Mann and other House leaders to defeat the Senate bill because of the French spoliation and navy yard features. This they accomplished when the majority of the House finally accepted the House bill as a substitute.

Representatives Parsons and Gardner are now fighting to force the omitted spoliation and navy yard claims into the House bill, but they will not succeed. It is doubtful if any omnibus claims bill will be passed, as the Senate will decline to accept the House measure in its present form.

The all night session that marked the filibuster, so members of the Oldest Inhabitants Association of the District of Columbia declare, was one of the most stubborn exhibitions ever witnessed in the Capitol. It was chock full of comedy and incidents that bordered on the ridiculous. Only on two or three occasions did the House or its members become serious. There was one dramatic scene when a member of the House declared that a lobbyist interested in the bill was seated in the gallery. The lobbyist so called was named by the member, and the House itself and the galleries paused while the man proclaimed was subjected to a scrutiny that finally drove him in confusion from the chamber.

Twice in the course of the night resolutions were adopted authorizing the issuance of warrants for the arrest of absent members and directing that they be brought to the bar of the House.

"Warrants," "arrests" and "bar of the House" are menacing words, but they were meaningless so far as this particular affair was concerned. In each case when the warrants were issued it was gravely announced from the chair that the sergeant-at-arms had been instructed to proceed accordingly. But as a matter of fact most of the deputies went to their homes early in the game and enjoyed a good night's sleep, being aroused in the morning to notify members that the House was in session.

It is true that a green hand kicked up high jinks at the Gridiron dinner. New to the ways of Congress, he grabbed the warrants that were handed to him and proceeded to the New Willard Hotel, where the Gridiron Club and its guests were holding forth. Somehow or other he gained access to the dining hall and wandered in, firmly determined to obey orders. His presence was observed, and soon it became noised about among some of the members of the club that he was there on a serious mission. The deputy was then led aside by an officer of the House, told where to get off, and he immediately

Continued on Second Page.

## FINEST LIMITED TRIP TO FLORIDA

Atlantic Coast Line's "Florida Special" 24th Season. All Pullman Electric Lighted. Leave 12 P. M. New Penna Station. 1219 S. W. Ave.

SPEND WASHINGTON'S BIRTHDAY AT VIRGINIA HOT SPRINGS. Through Pullman Daily at 8:30 P. M. Penna. R. R. "Banner's Express" returning Sunday, Feb. 26, arrive N. Y. at 8 A. M. Monday—Ad.

## SHOOTS UP THE LAURENTIC

Passenger Wakes Up the Ship With an Automatic Gun.

Dennis Lynch, an electrician of Cleveland, who has taken out his first papers, returned yesterday from a visit to his room in County Cork looked up in his room in the second cabin of the White Star liner Laurentic after shooting up the ship on Friday night in a frenzy supposed to have been due to drink. The Marine Hospital surgeons of Ellis Island will examine Lynch to-day and if they find that he is unsound mentally will recommend his deportation to Ireland.

Lynch, who is stocky and strong, weighing about 170 pounds, took part in the athletic games on the ship on Friday and had a dispute with the man in charge of the games, who called him a "Dutchman." As the lights in the smoking room were put out at 11.30 P. M. Lynch came out of his room with a big Colt automatic revolver and fired a shot at the electric light bulb in front of a room opposite his own. The bullet lodged in the woodwork above the door. Stewards and sailors ran in the direction from which they supposed the firing came.

Several more shots through the alley on the starboard side brought them to a halt. Doors of staterooms that had been opened after the first shot were slammed shut. Lynch ran up to the deck above, meeting Chief Steward J. F. Stayer, who dodged to shelter as Lynch fired again.

Purser G. P. Rogers and his assistant, a stewardess and several stewards were near the purser's office when Lynch came into their view. He also saw them and leveling his gun banged away several times. One of the bullets embedded itself in a corner of the purser's office.

Half a dozen men of the ship, including Bos'n Briarcliff and Stewards W. A. Davies and Thomas Owen, fell upon Lynch with such vigor that he went down as if he had been hit by an avalanche. He had three more shots in the magazine of his gun, and they stayed there, for the pistol was wrenched from him. He was pretty well pummeled before he was overpowered, but the moment he got his gun again he attacked his captors. Then he was put in a straitjacket and taken to the ship's hospital.

Dr. Robertson, the ship's surgeon, examined Lynch and said he seemed to be sober. Lynch declared that he had not taken anything to drink that day except a few bottles of stout, but said nothing about preceding days. He was released from the straitjacket just before the ship entered port and appeared to be thoroughly sane to the Ellis Island surgeon who examined him. He said he had no recollection of having shot up the ship and seemed to be amused when he learned some of the particulars of the shooting. The impression of the immigration inspectors who took Lynch's pedigree in his derangement was temporary. He went away with \$500 and had less than \$200 yesterday, so he probably had a good time in County Cork.

## CAPT. MATTHEWS MISSING

Marine Corps Officer Absent Two Weeks Beyond Leave.

SAN FRANCISCO, Feb. 19.—Capt. Arthur J. Matthews of the Marine Corps, who has been stationed at Mare Island Navy Yard for two years as warden of the prison for naval convicts, has been missing for two weeks.

After a vain search by comrades and other officers of the navy yard Rear Admiral Osterhaus of Mare Island has called on the police of San Francisco to help.

There are three theories of his disappearance. One is that he has been murdered by some naval convict who came under his severe discipline and who secured \$300 in cash that the Captain had drawn from the naval pay office on the day he dropped out of his usual haunts. The second is that he got drunk and was strangled on the Frisco waterfront after being robbed of his money. The third is that he oversteered his leave and fearing censure and loss of credits went south and joined the Mexican revolutionaries.

Capt. Matthews was in direct line of promotion to Major, and as his record was good he was morally certain of the higher rank. The only thing that might have led him to drink and any vagary that drink might bring was the recent death of his father, Rear Admiral Matthews of Concord, Mass., of whom he was very fond.

## BULL NEARLY KILLED MATADOR

Mexican Celebrity Saved by Another Fighter in the Ring at Madrid.

MADRID, Feb. 19.—Carlos Gonzalez, the celebrated Mexican bullfighter, made his debut here to-day at the Plaza Tetuan and met with an accident which furnished much excitement to the large crowd of spectators. The first bull Gonzalez was to kill rushed him, caught him between its horns and threw him with great violence.

It was at first thought that the infuriated animal had caught Gonzalez on his horns, goring him, and the excitement among the spectators was intense. The animal was just on the point of rushing at the matador's prostrate body when another matador performed the act called "quite," which consists in drawing the bull's attention to him by displaying a red cape and then despatching the bull. This is a performance which when well done always awakens the enthusiasm of the spectators, and to-day men threw money, hats, cigars and other things to the second matador, while women threw him flowers, fans, small pieces of jewelry and even garlands.

Gonzalez was taken to a hospital, where it was found that he was terribly bruised, but no bones were broken.

## WADE FROM BLAZING STEAMER

112 LIVES AT STAKE IN RACE FOR SHALLOW WATER.

Population of Mazatlan, Lower California, in Great Excitement as the Benito Juarez is Beached—Tugs to the Rescue—Fire Scorching the Passengers.

MAZATLAN, Lower California, Feb. 19.—The steamship Benito Juarez, in the Pacific coast trade, with 112 passengers on board, came blazing into the harbor to-day and was beached. The passengers and crew jumped from the ship, most of them into shallow water, and waded ashore. Some were picked up by tugs and launches. The vessel is a total loss, but no lives were lost.

Early in the afternoon observers on the waterfront saw a great column of black smoke on the horizon. Practically the whole population of the town flocked down to the beach to watch the spectacle. Glasses leveled upon the column soon made out that it was a steamer on fire, and as she drew near and it became evident that she was racing for the shore, with the lives of all on board at stake, the excitement became intense in the crowd.

All the tugboats and launches that could get under way in a hurry at once put out to meet her.

The race proved to be a close one. The after part of the vessel was a raging furnace by the time her bows were wedged in the mud of the bay. A quarter of an hour more and it is hardly probable that any one on board would have been saved.

When the passengers and crew were landed it was learned that the flames were discovered by a pilot who had been taken on board far outside the breakwater. He detected that the coal bunkers were on fire. The pumps were manned at once and the crew made a desperate effort to subdue the flames, which however spread with terrible rapidity. The cargo contained a large quantity of alcohol and a consignment of matches.

While the crew were at work Capt. Miranda, who commanded the ship, mustered all the passengers in the forward part of the vessel to windward so that the smoke and flames were blown away from them by the motion of the vessel. After a while, however, the heat became so intense and the situation so desperate that the crew ceased playing water on the fire and turned the streams upon the passengers, whose clothing had actually begun to scorch. The firemen in the boiler room stuck to their posts to the last moment, and it was only their courage which enabled the captain to bring his people within the reach of safety.

For a few minutes while the people were jumping overboard, practically all together, the tugs and launches had a lively time picking up those who fell into deep water. When all were taken ashore, however, a muster was held and every one was accounted for.

The passengers and crew alike lost everything except what they carried about them. The vessel blazed for hours and it is unlikely that any baggage or other valuables will be saved from her.

The Benito Juarez, although flying the Mexican flag, was owned by the New York and Cuba Mail Steamship Company. She was a steel twin screw vessel, measured 820 tons gross and was 165 feet long. She was built at Port Glasgow, Scotland, in 1880 and was originally the Holquin. Later she was rechristened the Benito Juarez after going into the coastwise service on the Pacific she became the Benito Juarez. She plied between Mazatlan and Inglaterra.

## WINTER'S FIRST BIG SNOW

Eight Feet Fall Blocks Trains in Texas—Six Inches in Middle West.

ST. LOUIS, Feb. 19.—The first snowfall of consequence this winter struck St. Louis, central and southern Illinois, southern Indiana and Kentucky early this morning. Rain fell the greater part of yesterday, followed by sleet last night. The snow is six inches deep in southern Illinois and will fall to-night there and in Missouri. The plum crop in the only Illinois fruit crop reported damaged.

Six inches of snow in north Missouri, where the thermometer registered 79 degrees yesterday, and where the snowfall continues to-night, is helping wheat. Peach trees had blossomed in Oklahoma, where it is freezing to-night, and had budded in southern Illinois. A northern accompanied by sleet and snow prevailed throughout Oklahoma all day, following April-like showers all of Saturday and Sunday night.

The Colorado River is up eighteen feet at Austin, Tex., after several days general rain in that watershed.

Snow eight feet deep is blocking trains in the Texas Panhandle. A Fort Worth and Denver passenger train is snowed in north of Amarillo, Tex., which is isolated.

## ELEVATED CAR OFF TRACK

Passengers Have to Climb Out and Hoof It Back to Station.

The third car of a five car Sixth avenue elevated train bound for Harlem jumped the rails yesterday noon just after the train had swung from West Broadway into Third street. The rear truck instead of following the curve through slued at right angles to the rails.

Peter Gilman, the motorman, stopped the train immediately. It was going slowly and stopped with hardly a jerk. The passengers, about twenty-five all told, backed along the side path to the station at Bleeker street, and a repair car was sent from the shops. It took the workmen nearly three hours to get the car back on the track. During that time northbound traffic was stopped.

## WARSHIP A DERELICT

The Richelieu, Once of France's Navy, in the Path of Atlantic Liners.

SPECIAL CABLE DISPATCH TO THE SUN. LONDON, Feb. 19.—The steamer Narragansett, from New York February 8 for London, has sent a wireless message to Queenstown reporting that she passed the old French warship Richelieu, waterlogged and abandoned, in the track of liners, 160 miles west of Queenstown. The derelict is extremely dangerous to navigation.

The Richelieu was recently sold to be broken up. She broke loose from tugs in the Bay of Biscay in a gale.

## TAFT GREETED THE NURSES

When He Runs Into a Flock of Nurse Girls and Their Charges.

WASHINGTON, Feb. 19.—This was a fairly good spring day in Washington and the President started out for a walk in the afternoon, accompanied by Secretary Norton and the usual secret service guard. In Farragut Square he ran into what looked like a convention of nurse girls and babies. The President stopped to shake each child by the hand and to remark to the nurse in charge what a very fine baby she had under her care. Some of the children were too young to recognize the President, but many of them knew who the big man was.

## MUMPS AT CORNELL

More Than Thirty Cases Among the Students of the University.

ITHACA, Feb. 19.—Because of the large number of cases of mumps among Cornell students the University authorities are looking for additional accommodations for the sick, and the assistant treasurer is now advertising for houses which can be rigged up as temporary contagious wards, in spite of the fact that only last fall a new contagious ward was opened in the Schuylar property located near the infirmary and bought by the university for infirmary purposes.

There are more than thirty cases of mumps now in the infirmary and its accommodations are taxed to its full capacity. Physicians say the number of cases of mumps in this city is extraordinary.

## VIOLENT SHOCKS TO ITALY

But Damage Was Small in Central Provinces—Churches in Panic.

SPECIAL CABLE DISPATCH TO THE SUN. ROME, Feb. 19.—An earthquake which from its violence led to the belief here that it must have been tremendously destructive, shook central Italy this morning, especially the provinces in the compartment of Emilia, in the Marche and in Tuscany. The damage, however, was not great.

Several buildings were damaged at Forlì and Casena. One occupied house collapsed, and many chimneys fell. A child's shoulder and a man's arm were broken.

A wild panic seized the people. Many were attending early mass. They rushed out of the churches and several were thrown down and crushed or bruised. The shock was less violent though considerable elsewhere.

## HOMESICK LEOPARD DIES

Friday Was the Only Snow White One in This Country.

The only snow white leopard in the country died at the Bronx Zoo yesterday of homesickness. Friday was his name and he was brought from Mongolia last November at the age of 6 months. He was put in a cage in the lion house and placed under the special care of Dr. W. Reed Blair. He appeared to be thriving nicely until a short time ago, when he began to fail. The doctor tried every sort of a cure for every possible disease, but without avail. Friday was stretched out in his cage yesterday morning when the earliest rounds were made, and he lay quite still with his forepaw pointing to the east.

The doctor said the only trouble with Friday was homesickness, an ailment for which there is only one cure, and that is to go home. Friday's physical value was \$1,000, but his sentimental value was far greater.

## ELIOT GREGORY HONORED

Receives Word That the Cross of Legion of Honor Has Been Conferred on Him.

Eliot Gregory, a director of the Metropolitan Opera House, received word on Saturday from the French Embassy that the Cross of the Legion of Honor had been conferred upon him. Mr. Gregory has written extensively about France, lives there about half of each year and has interested himself in French education and philanthropy. Jules Claretie of the Comédie Française was one of his chief sponsors.

Mr. Gregory was graduated at Yale in 1880, studied painting and sculpture abroad and has been an exhibitor at the Paris Salon. In 1889 a gold medal was awarded to him for a picture exhibited at the Salon. He has painted many portraits of New Yorkers and has written for New York newspapers, notably the Evening Post.

## CONDITION OF FIRE HOSE

Order From Waldo Indicates It Will Be Investigated

Fire Commissioner Waldo sent out the following order to all company commanders last Saturday night:

"On Monday, starting at 7 o'clock A. M. you will send to the repair shop at Fifty-sixth street and Twelfth avenue all the ladders and journals from January 1, 1908, to December 31, 1910. It is believed that an investigation into the condition of the hose in the department in the period mentioned is to be begun.

## SEVEN BURNED IN HOME

Husband and Father Only One Saved From a Family of Eight.

SETON, N. Y., Feb. 19.—Only one of a family of eight escaped a fire caused by a gas explosion last night by which the home of J. D. Harden, a prominent oil and lumber man, was destroyed. His wife and their five children and an adopted daughter were burned to death. Mr. Harden was blown down stairs and landed unconscious outside.

A fire in the lower part of the house and a room of gas in the upper part are believed to be the cause of the accident.

## GATES MAKES RECORD TIME

3,000 MILES IN 74 HOURS AND 19 MINUTES.

Almost a Mile a Minute From Chicago to Fastest Run From That City to This—Taken to His Home—Had an Injury to His Leg and Feared Infection.

The special train bringing Charles G. Gates, son of John W. Gates, from Arizona to New York arrived at the Grand Central Station at 10:40 o'clock last night. The start was made from Yuma, Ariz., at 5:30 o'clock Thursday afternoon and the distance of almost exactly 3,000 miles was covered in 74 hours 19 minutes. The final lap of 143 miles from Albany to New York was made in 141 minutes. The 874 miles from Chicago was covered in 987 minutes. This is the record for the distance in this direction, but is twenty minutes slower than the time made by Frank A. Vanderlip's train running from New York to Chicago in 1909.

The special as it was made up when it arrived in New York comprised the private car Ranger, a buffet car and three coaches for ballast. On the train with Mr. Gates were his brother-in-law, Melville D. Martin; H. L. Jones, a friend; Charles Harmon, Mr. Gates's secretary, and a nurse, Dr. Fellows Davis of 17 West Forty-seventh street, met the train at the station and at once climbed aboard the Ranger. He remained with Mr. Gates for an hour and announced that while he had expected to take Mr. Gates to the New York Hospital to make an examination he now did not consider that necessary and Mr. Gates would go to his home at 667 Madison avenue.

A week ago Gates told Dr. Davis he was cranking an automobile on a ranch owned by himself and Walter Dupee at San Diego. The crank suddenly swung around, striking him on the back of the right leg below the knee. The blow bruised and cut the leg. A year ago Mr. Gates had been injured similarly on the other leg and infection had set in. He at once decided to start east to consult Dr. Davis, who had attended him on the earlier occasion.

Mr. Gates went to a hospital at San Diego and was treated there. He did not stay long, however, being advised to come to New York. He procured a nurse, Miss Rasmussen of San Diego, and she set out immediately with him in his private car the Ranger. He was carried off the car last night at Grand Central and placed in a wheeled chair in which he was conveyed to an automobile.

Dr. Davis said that the wound had become infected, but that Mr. Gates would not lose his leg and that he had found the trouble less serious than he had expected to find it.

This is the time table of the train from Chicago to New York as given out at the office of the New York Central here:

Arrived at Chicago 4:50 A. M. yesterday.  
Left Chicago 5 A. M. Arrived Elkhart 6:45 A. M. (100 miles in 105 minutes).  
Left Elkhart 6:48 A. M. Arrived Toledo 9:02 A. M. (143 miles in 154 minutes).  
Left Toledo 9:04 A. M. Arrived Cleveland 10:41 A. M. (108 miles in 97 minutes).  
Left Cleveland 10:45 A. M. Arrived Buffalo 1:52 P. M. Central time, 2:52 P. M. Eastern time, (183 miles in 187 minutes).  
Left Buffalo 2:55 P. M. Arrived Syracuse 5:29 P. M. (140 miles in 154 minutes).  
Left Syracuse 5:32 P. M. Arrived Albany 8:21 P. M. (148 miles in 169 minutes).  
Left Albany 8:28 P. M. Arrived New York 10:49 P. M. (143 miles in 141 minutes).

The 535 miles from Chicago to Buffalo the train reeled off in 523 minutes. The 440 miles from Buffalo to New York were covered in 464 minutes. Twenty-one minutes were lost on the Mohawk division of the New York Central between Syracuse and Albany because of a local train getting into trouble ahead of the special. The latter had to stop and back up and take another track. Had this interruption not occurred the officials of the road would have expected the train to reach New York 10:30 o'clock. The first 64 miles out of Albany were covered in 49 minutes. The train reached Poughkeepsie at 9:29 P. M., having covered the 70 miles from Albany in 63 minutes. It got to Croton, 108 miles from Albany, at 10:05 P. M., 99 minutes after it left Albany. It reached High Bridge at 10:49 P. M.

The engineer who brought the train from Albany to High Bridge was W. C. Clemens and the conductor was E. A. Cooper. A change of engine came at High Bridge when the electric locomotive plucked up the train to bring it into New York. The electric locomotive engineer from High Bridge was George Snyder.

The cost of the trip to Mr. Gates was \$2 a mile, or roughly \$6,000 for the trip from Arizona. The cost of the trip from New York to Chicago was \$1,825, which figures up at about \$2 a mile. The fastest regular train between Chicago and New York over the same line is the Twentieth Century Limited, which makes it in eighteen hours. The record over the same track was made by a special train carrying Frank A. Vanderlip on March 28, 1909, when Mr. Vanderlip tried to reach the bedside of his dying mother. This train, going in the opposite direction, made the trip from New York to Chicago in 16 hours 7 minutes. The Gates train, while not equalling this time, holds the record for the trip coming East.

Mr. Gates and seven friends were in a special car bound from California to Port Arthur, Tex., when Mr. Gates became ill. The car was out of the Sunset Limited at Yuma, Ariz., a buffet car and a locomotive were attached and the new combination set off for New York at 5:30 P. M. on Thursday as a special train with the right of way over all roads it would traverse. It took inland at El Paso and left that city at 7 A. M. on Friday for the run to Chicago. Just out of El Paso it made 100 miles in 100 minutes.

At Hutchinson, Kan., the special had gained six hours and forty-six minutes on the Golden State Limited, which left Yuma forty-eight minutes behind it. Near Yolland, Kan., just west of Topeka, it had its first setback. A train ahead of it had been derailed and the special waited two hours for the blockade to be lifted. Nevertheless when it reached

ONE BLOCK FROM BROADWAY. The Pennsylvania Railroad's main passenger station in New York City. All through trains depart from and arrive at this station.